GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

STARRED QUESTION NO:236
ANSWERED ON:01.12.2016
Profit/Loss of Public/Private Airlines
Nimmala Shri Kristappa

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the profit earned and losses incurred by the public and private airlines and Airports operators during the last three years and the current year, operator and year-wise;

(b) whether only a few airports are making profits and many of the airports in the country are running in losses and if so, the details thereof and the reasons therefor; and

(c) the remedial measures being taken by the Government in this regard including exploration of non-aeronautical income opportunity for the airports?

Answer

Minister of CIVIL AVIATION

(Shri Ashok Gajapathi Raju Pusapati)

(a) to (c): A statement is laid on the Table of the House

Statement in reply to part (a) to (c) of Lok Sabha Starred (*) Question no. 236 for 01.12.2016 regarding "Profit/Loss of Public/Private Airlines".; ; (a): The profit earned and loss incurred by public/private airlines as reported by them is annexed at Annexure I. The profit earned and loss incurred by Airport Operators as reported by them is as under:; Name of Operator

2013-14 2014-15 2015-16 2016-2017 AAI 1441.06 1959.22 2537.36 - DIAL 410.83 227.91 508.86 297.48 till Sep 2016 CIAL 175.22 144.58 124.37 - Nagpur -26.88 -14.80 -14.85 -1.01 till Oct 2016 HIAL 60.09 -187.56 40.27 - Chandigarh - - -1496.01 - 1719.09 estimated MIAL 212.06 -319.21 -85.16 - BIAL 67.11 75.31 437.61 282.66 till Sep 2016 *figures in Crores ;

(b): The airport have incurred losses due to low revenue generation which was not adequate to meet the total expenditure pertaining to the respective airports. The details of airport making profit and loss is placed at Annexure II.; (c): Airports Authority of India has drawn up a master plan for development and increase in non-aeronautical revenues at airports across India.; Based on recommendations of consultants as against earlier system of individual contracts / licenses, Master Concessionaire approach is being adopted in 14 select airports in the first phase.; Consultants have been appointed for assisting in re-designing the layout of existing General Retail and Food & Beverage outlets for optimum utilization of the airport space for enhanced passenger facilitation and maximizing the non-aeronautical revenue potential.; As against earlier system of fixed license fee for commercial licenses / concessions, AAI is going in for revenue share mechanism with Minimum Annual Guaranteed amount.; Simultaneously, city side development of select airports is taken up continuously through the Business Development Cell of AAI to enhance generation of non-aeronautical revenues.